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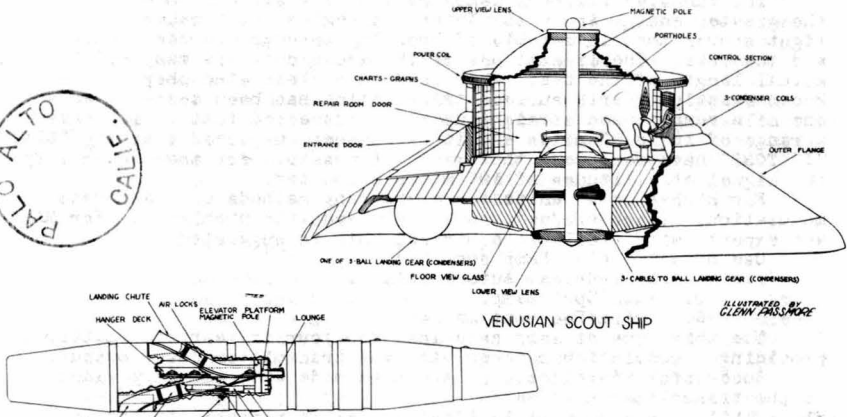
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SAUCERS

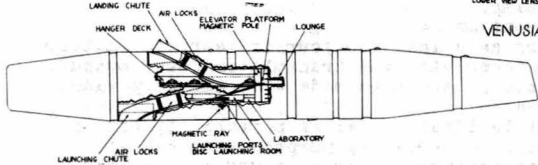
Vol. III - No. 2

June 1955

25¢ Per Copy



ILLUSTRATED BY
GLOWY PROSSMORE



SATURN LABORATORY SPACECRAFT

DIAGRAMS from the forthcoming book, "INSIDE THE SPACE SHIPS"
by George Adamski. See page 15.

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"SAUCERS" is published approximately quarterly by Flying Saucers International (a non-profit organization), P. O. Box 35034, Los Angeles 35, California. Max B. Miller, Editor. Subscriptions: 4 issues, \$1.00; 8 issues, \$2.00; 12 issues, \$3.00. 25¢ per copy. Issue number 9. Copyright 1955 by Max B. Miller. The opinions and statements expressed herein are of the authors only. Please notify at least ten days in advance of any change of address. Printed in U. S. A.

FLYING SAUCERS INTERNATIONAL
135 RANCHITA DR.
MOUNTAIN VIEW, CALIF. YO. 7-1206

SPACE CRAFT AND INTERSTELLAR COMMUNICATION

By J O H N O T T O

THE TRANSMITTER DIAGRAM HEREIN REPRINTED is about the simplest possible arrangement in which available parts to construct same may be purchased at any radio or auto parts store. A dependable "Big Beam" model #211 or any other suitable and similar light will suffice. Following the drawing, couple a Carbon telephone type microphone of approximately 50 Ohm resistance. Aim your light, press the switch on the Mike and speak. (Diagram printed on page eight.)

The tungsten filament lamps radiate a visible beam although the greater energy is in the Infra Red region which makes for a light source that is capable of breaking through overcast, smog and the like. The limitations of the above unit are many and the actual length of the beam, when used in a clear atmosphere, is not known exactly. Earth surface transmitting has been tested over a one mile range; used straight up it is suspected that we may have a range of 10 to 20 miles and it is further suspected that the "SPACE VISITORS" have equipment that makes it possible for them to amplify our signal at altitudes of 100 miles or better.

For higher power units there are many methods of light beam modulation. (Each project has its own specific problems.) For HAMS and experts with available equipment this is suggested:

Use of a Tungsten Lamp such as:

- A. Sealed-Beam Auto Headlamp.
- B. Auto Spot Lamp.
- C. Infra-Red Heat Lamp.

Use this type of lamp as a load for your amateur transmitter providing a modulation matched with the transmitter power output.

Successful installations have been made with the lamp clamped to the transmitter antenna.

Mobile Ham equipment is ideal as far as portability goes and the automotive lamps available serve the purpose although at present, for a hand unit, the accompanying diagram with use on the "Big Beam" lamp is by far the best.

The use of these transmitters may be coordinated with the setting of "FUSEES"—the 15 or 25 minute flare that is used by truckers in emergencies. Set these in a giant triangle and let them burn out before transmitting.

Presupposing that the "VIS" are using receiver sets similar to our own, there could be a lot of noise generated from the flares and confuse clarity of your transmission. The flares can be observed at a great distance and in a triangle the significance can be noted by an alert set of eyes. Your light beam transmission may be received with more attention.

VERY IMPORTANT ADVICE: When transmitting with these units, speak into the Mike exactly as if you were transmitting to a known recipient of your message and be prepared to carry on an intelligent conversation. Embarrassing moments of talking to nothing, etc., can catch you off guard and as this writer well remembers, on his first communication effort via another media, there was a stammer and a series of acts denoting such complete surprise that the communication value was almost completely lost!

Regularity in schedule is another important factor. It is suggested that the later hours at night be used and in the event that your time is such that you cannot go on a regular schedule, past events indicate to go on when you have the "hunch" to do so.

SPACE CRAFT & INTERSTELLAR COMMUNICATION

WE HAVE EVIDENCE, not considered conclusive, but enough for us to suspect that our "VIS" friends are not using radio in the general earthly interpretation. Because of the latest discoveries and the uncanny ability of "Cutting In" on our sets (independently done with no regard for our powerful carrier waves), some of us have thought that sound in the audio range of our sets is by far the most important. At times the intercepted messages have been heard under adverse conditions, across a room or on the fringe area of a group!

The "VIS" have suggested that we hold on any kilocycle of an AM set and they can locate us and speak. They have suggested that we "SHOULD NOT FISH AROUND" (continuous tuning). In light of this, it is also suggested that a portable radio be used in conjunction with the light beam receivers. Alert your party as to the kilocycle you are tuned to and notify them that you have both receivers on awaiting their return.

We have been told that the "VIS" cannot tell any of us what day or time of day they will be ready to intercept our transmissions. With the information they have relayed, it is stated that they have been "Chased Away" without clarifying as to who or what did the chasing. We are still at a loss to assist them, but it is understood that they would not attempt to notify us when they were going to be around and thereby make targets of themselves.

RECENT COMMUNICATIONS AND CONTACT INFORMATION

THERE ARE NO ASTOUNDING "JOY RIDES" or trips "to the stars" to report through our communications efforts and if there were, I am sure that there would be many readers who would be thoroughly discouraged rather than thrilled for these columns are not meant for the describing "the ride." Rather, they are meant for intelligent intercourse, preferably the verbal type, with our "friends."

Departing just a little from the mechanical communications and only because it is closely related, I will take this time to describe in brief some astounding information that was acquired very recently. Reproduction of this in whole or part is strictly forbidden without the written permission of John Otto and Max E. Miller of FLYING SAUCERS INTERNATIONAL.

A GROUP OF LOCAL ELECTRONICS ENGINEERS accompanied this writer to a location some 800 miles from Chicago at the insistence of a "contactee." Arriving at the destination, we set up our communications equipment and proceeded to transmit under very adverse circumstances—an overcast of thick soup that left us a ceiling of about 250 feet!

Our light beam receiver started reacting to what we believed to be a "carrier" with a methodical, blip, blip, blip. This was not in code, but there seemed to be a tone modulation of the "carrier." All of us were excited beyond words. It was felt by all that the "VIS" would come in.

Nothing happened on that first night. We attempted it again on the second night and at this time we had the feeling that we were not being received. (Later it was discovered that there was some strife of no mean amount within 50 miles of us and it was then deduced that the "VIS" would not have been seen in the vicinity for any inducement.)

Our party had to return to Chicago the following day and reluctantly we parted company. It was the day after we left that the "VIS" returned to the "contactee" and answered the questions that had been put forth over the transmitter!

(Cont.)

SPACE CRAFT & INTERSTELLAR COMMUNICATION

YES, WE WERE ALL RATHER CONCERNED as to the veracity of the individual; wondering why they had returned the day after we had left and had not used the mechanical means of contacting us. After many tests, we were convinced that these friends had definitely been there at the location! The following is the worded message to all of us as relayed by our "Contactee"—or, as we like to call him, the "intermediary."



JOHN OTTO Holding Portable Light-
Beam Transmitter.

Needless to say, we have gone to great lengths to install recording equipment on this location and it is hoped that in the very near future we will have more that the rapid code transmissions that we have received in the past.

The overall accomplishment at this point seems to be tremendous in scope. If our liaison man, the "contactee," remains cooperative and uninhibited and continues to retain his good favor or acceptance by these "VIS", we may well acquire the answers to many an enigma that has been prevalent in the whole research.

(Cont.)

"THEY HAD RECEIVED OR LIGHT BEAM COMMUNICATIONS AND HAD BEEN CHASED AWAY BEFORE THEY COULD FINISH THE NECESSARY EXPERIMENTS. IT WAS DESIROUS THAT WE DO NOT BECOME DISAPPOINTED, BUT TO CONTINUE TRANSMITTING NIGHT AFTER NIGHT SO THAT THEY CAN LOCATE THE ACTUAL DISTANCE OUR TRANSMISSION COVERED WITH THAT EQUIPMENT. THERE WAS A BARRIER (Author's Note — No clarification as to what this 'barrier' is or at what altitude) THAT WAS DANGEROUS FOR THEM TO COME THROUGH AND THAT THEY WERE WILLING AND MOST DESIROUS OF FRIENDLY COMMUNICATIONS, BUT THEY WOULD PREFER RECEIVING US FROM ABOVE THIS 'BARRIER.'"

Photograph requests were politely turned down, but they have consented willingly "to being recorded on all future conversations and communications."

They had requested permission to land WITHOUT MOLESTATION, and in lieu of this, we are naturally withholding the location and the names of the persons involved.

There had been a circle of twelve rocks left as a symbolic message and after much discussion as to its meaning, we were told on this return meeting that "the rocks meant 'Love, Honor, and Obey';" and also signified the only twelve laws that were observed by them."

SPACE CRAFT & INTERSTELLAR COMMUNICATION

We may determine why they prefer a one-man-at-a-time Contact; what and where this "barrier" is; and the ironing out of all of our communications problems, of which there are many at present.

IN CLOSING, I WISH TO SAY that should anyone receive information acquired through these communications methods, please utilize a recorder for the purpose, as the spoken word will be reported as such and even though a recorder is not conclusive evidence, it goes a long way in establishing the truth—particularly when there are so many that can identify their voices. We are not above listening to a conjecture of a person nor the reporting of it, but in the case of the "Visitors' Speaking," we wish to keep the record very clear. Their words of the past have been loaded with implications, and one of their sentences would make for a whole paragraph of our language as we converse!

We are continually working on new means and adaptations to the communications efforts and it is hoped that in the near future, it will be possible to acquire specific frequencies for standard radio transmission. In the light of non-recognition by such official agencies as the FCC, this will not be an easy accomplishment, although it is to be aimed and hoped for. Should this become a reality, a great intelligent link between other inhabited planets and this Earth will be a dream fulfilled. That day may not be as far away as many of us believe.

THANKS AND CREDITS for technical assistance and diagrams are due Al Williams, Engineer at Hallicrafters Radio Corp., Chicago; and Myron Anthony, owner of Blackstone Electric Co. of Chicago, along with many associates of these men who have made this effort a reality with their selfless sacrifices in time, money, and their knowledge in the field of communication.

Should there be any events of importance, they will be reported in future issues of SAUCERS.

(EDITOR'S NOTE — Those wishing to correspond with Mr. Otto are requested to do so addressing the letter to 7710 No. Sheridan Road, Chicago 26, Illinois. Mr. Otto requests that all queries be accompanied with a stamped, self-addressed return envelope. Thank you.)

M I S C E L L A N Y

New publications — "Vimana"—an interesting little offset-printed flying saucer publication edited by Henry Maday. For information, write Detroit Flying Saucer Club, 6432 Cass Avenue, Detroit 2, Michigan . . . Called the 'first professional flying saucer magazine' is England's new "Flying Saucer Review." Address inquiries to Flying Saucer Review, 1 Doughty Street, London, W.C.1, England. Subscription rate to this quarterly is about \$3.00 per year . . . In answer to many queries, SAUCERS is published approximately quarterly —i.e., four times a year. Present schedule is March, June, September and December . . . Those readers in northern and central California who wish to, but haven't yet, subscribed to SAUCERS, are requested to send their subscriptions to: FLYING SAUCERS INTERNATIONAL, 135 Ranchita Drive, Mountain View, California.

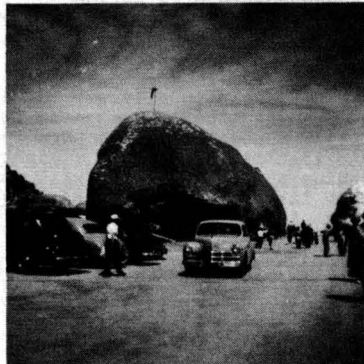
THE SECOND ANNUAL SPACECRAFT CONVENTION

By DANIEL W. FRY

THE SECOND ANNUAL SPACECRAFT CONVENTION was held at the Giant Rock Air and Space Port on Saturday and Sunday, March 12th and the 13th, 1955. Originally the convention was scheduled only for Saturday, but because of an error, one of the Los Angeles radio stations announced the day as being Sunday, so it was decided to continue the activities for the benefit of those who came on the second day.

Among those who spoke from the platform, were George Van Tassel, owner of Giant Rock Air and Space Port and conductor of the College of Universal Wisdom there; George ("Ric") Williamson and Dick Miller, who came out from the East for the event; George Adamski; Frank Scully; Orfeo Angelucci; Truman Bethurum; Dr. Charles Laughhead (alias "Dr. Doomsday"); Dana Howard and Yours Truly.

Also present were two members of the Air Force Intelligence Department; at least one member of the F. B. I.; and Capt. Ruppelt, formerly head of the Project Bluebook. While these men did not speak, they listened attentively to everything which was said. While the Air Force Intelligence group continues to deny the reality of the U. F. O., apparently they never lose interest in the subject.



View of the famous "Giant Rock"

-Photos by Dick Hamlin

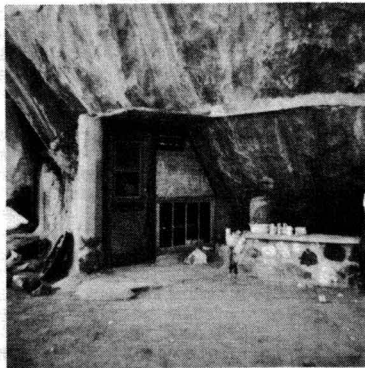
THERE WERE OVER ONE THOUSAND persons present on Saturday and about three hundred on Sunday. This was considerably less than the attendance at the first convention last year, the reason probably being that the weather was very cloudy and rain had been predicted for the Los Angeles area. Many persons stayed at home in the belief that it would also be cloudy and rainy at Giant Rock. Actually, the skies there were clear, the sun shone brightly, and aside from a slight chilliness in the early morning, the weather was perfect for both days of the convention.

Members of the Fourth Estate and writers for various magazines were present, and it was encouraging to note that the resulting newspaper and magazine articles were, on the whole, presented in a somewhat more straightforward manner than has previously been the custom with such articles. Some of the newspaper reporters, of course, felt it necessary to editorialize between the lines, in order to assure the readers that they (the reporters) were much too smart to be fooled by the reports which were made at the convention. On the whole, however, they seemed to be beginning to realize that the 'Saucers' are here to stay and that no amount of sarcasm which they can inject into their articles will have any great effect upon the rapidly growing public realization of the existence of extraterrestrial vehicles and intelligences.

(Cont.)

SECOND ANNUAL SPACECRAFT CONVENTION

THE HIGHLIGHT OF THE CONVENTION was the appearance of Dick Miller who made public for the first time on the west coast, the report of his twelve hour trip in a spacecraft over the Detroit area. Dick, who is an electronics technician, made his first contact through an infra red light beam communication device such as was discussed in previous issues of this magazine.



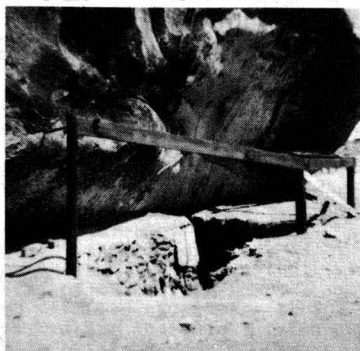
College meeting room. Sign next to door reads "Office & Lounge Under The Rock."

One of the phenomena which occurred at Giant Rock during the convention, and which to me was the most interesting, has never, so far as I know, been reported in any of the published accounts, although it was witnessed by almost every one present. I refer to the very small cloud which appeared almost directly overhead, in an otherwise completely blue and cloudless sky. The behavior of the cloud was completely unorthodox, in that it appeared rather suddenly, lasted about three minutes, and then rapidly faded away. Two minutes later, it appeared again, a short distance from its original site, grew very rapidly to its original size, remained for three minutes and again faded away. It went

through a whole successions of these 'mats and demats' until the attention of many of the spectators had been drawn to the phenomenon. I heard several of the spectators discussing the remarkable behavior of the cloud, but, as one of them remarked, "After all, it is obviously only a cloud, and therefore can't have any significance."

I WONDERED HOW MANY OF THOSE PRESENT were familiar with the 'Wilson Cloud Chamber Effect,' in which an object that ionizes the air about it, will cause immediate condensation if injected into moisture saturated air. One of the best known facts concerning the spacecraft is: that it is surrounded by an intense field of force which does frequently ionize the air about it to a high degree, as demonstrated by the fact that there is usually a very noticeable glow about it at night. Another fact which is not so well known, although it was clearly stated in the late Dr. Einstein's first principle of special relativity, is that light curves in passing through such a field. If the field about a small craft is made sufficiently intense, the light will flow completely around it, as water flows around a rock in a stream. Since, under these circumstances, it would reflect no light from any direction,

(Cont.)



Underground food storage room.

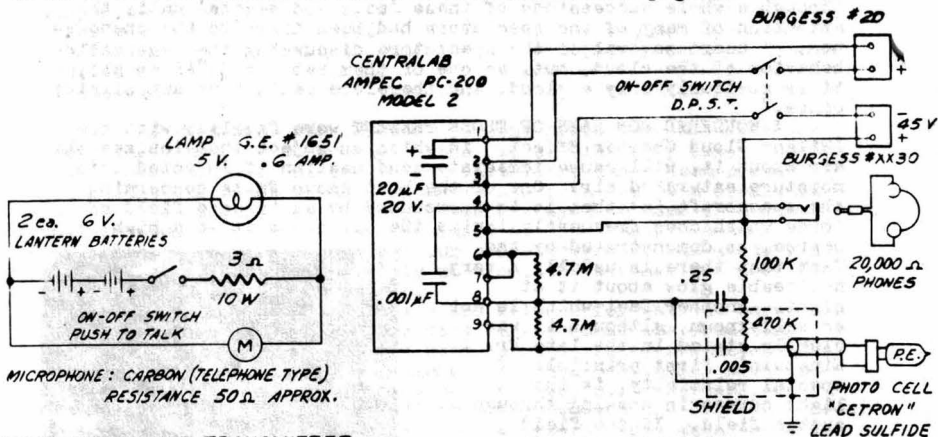
SECOND ANNUAL SPACECRAFT CONVENTION

it would be completely invisible to the eye and also the radarscope, even though it were still present and still material. This fact offers a simple explanation for those who are scientifically minded, as to why these craft frequently appear to change size or shape while maneuvering.

Some of the very high velocities and accelerations which have been credited to the U. F. O.'s have been due to the fact that they disappeared from the center of the radarscope during a single revolution of the beam. Since the radar had shown them to be obviously solid objects, it has been assumed that the only way in which they could 'disappear' was to travel completely beyond the range of the scope during a single revolution, and the necessary velocity was calculated accordingly. Actually, to disappear from the radarscope or the human eye, it is only for the operator to increase the field to the point of critical curvature. My only conclusion concerning the appearing and disappearing cloud is that it perhaps deserved somewhat more consideration than it apparently received.

CONCERNING THE CONVENTION ITSELF: I believe that its principle value to the world was in the fact that the appearance of so many of the direct contactees on the same platform, working in harmonious relationship with each other, disproved many of the vicious rumors of a basic antagonism between these men. The talks given at the convention also proved that whenever, wherever, and however earthmen are contacted by extraterrestrial intelligences, the message which they bring is always identical in basic concept, however that message may be expressed by the individual recipient.

SPACE CRAFT & INTERSTELLAR COMMUNICATION (Cont. from page 5)



MODULATED LIGHT TRANSMITTER

NOTE: THE AMPEC PC-200 SHOULD BE PURCHASED, LESS REGULAR TUBES & SUPPLIED WITH TUBES AS FOLLOWS:

V₁ & V₂ = 6X512 AX
V₃ = 6X506 AX

PHOTO CELL AMPLIFIER USING AMPEC PC-200 AMPLIFIER

UFO* NEWS

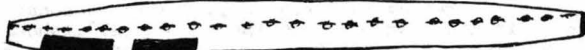
*Official U.S. Government designation for Unidentified Flying Objects

APPLE VALLEY, CALIFORNIA

ON DECEMBER 16, 1954, I was dubiously fortunate to have observed a "UFO" (Unidentified Flying Object) in the skies over Apple Valley, near Victorville, California.

I feel that I have had enough experience with flying, radar navigation and observing to qualify for reporting the following incident with near accuracy. I am certain that the phenomena was of a tangible nature with dimensions that were real, though unbelievably so.

The object was cigar shaped, of extremely bright silvery material. It remained stationary at an altitude of approximately 25,000 feet, almost directly above the Apple Valley Inn, from about six o'clock P.M. of the 16th until almost noon of the following day. That night the object appeared as a reddish-orange glow, but when the sun came up in the morning, the object became silvery. It was easily visible with the naked eye. I observed it in the morning with a pair of 7 X 50 binoculars and was able to make out quite a bit of the detail. This object must have been about two and a half times as long as a B-29. There were two windows or ports at one end near the bottom. It seemed separated through the length with a single row of bolts or small holes. Please note the below diagram:



THERE WERE APPROXIMATELY fifty people who observed the same thing that I did; among them were two deputy sheriffs from Victorville, a medical doctor, the manager of the Apple Valley Inn and most of its employees, and at least twenty guests at the Inn.

The authorities were repeatedly called at George Airbase, which is just four miles from Victorville. The only answer that could be obtained at the time was that they had planes (jets) in the area and were investigating. They assured any callers that it was not a weather balloon or similar object but beyond that they would say nothing. The following day they denied the whole incident and denied that any inquiries had even been made by all these people.

IN THE EARLY MORNING there were Jets all over the place. One Vapor Trail was visible flying directly over the object at about 35,000 feet. The jet wasn't visible with the naked eye but could be seen with binoculars. The pilot of that jet couldn't have avoided seeing the object.

One of the guests of the Inn took some pictures of the object which, I later learned, were taken from him by the authorities.

On Friday the 17th, I returned to Los Angeles and gave a full account of the experience to Mr. Paul Coates of the MIRROR-NEWS. He immediately began to check my story and verified everything that I had told him. (EDITOR'S NOTE — All those wishing additional information on this amazing sighting are urged to obtain a copy of Paul Coates column appearing in the December 21st, 1954 edition of the Los Angeles MIRROR-NEWS.)

(Cont.)

UFO NEWS (Apple Valley, Calif.)

The only satisfaction that he was able to get was from two non-commissioned officers who admitted knowing about the reports, but made the bad mistake of telling Mr. Coates of their knowledge. They suddenly were incommunicado at the Air Base.

..... Hart T. Goodman
Culver City, Calif.

* * *

OMAHA, NEBRASKA

(EDITOR'S NOTE—The following is contained in a letter from a woman reader in Omaha, Nebraska. We believe this to be timely in conjunction with John Otto's series on Light-Beam Communication.)

March 16, 1955

THE FOLLOWING MAY BE OF NO VALUE whatsoever, but...will pass it along—just in case:

The other evening we had some very unusual interference on KMTV (one of our TV channels here in Omaha). We were listening to a program, and suddenly another conversation was "superimposed" on the set. It could not have come from the station... it was in a "foreign" tongue—or so it seemed. Several voices participated, but we could not make "head or tail" of the conversation. The voices were of a rather high-pitched quality, not staccato but as if excellent enunciation were being employed. (Am familiar with Spanish, French and Italian. None of those.)

We do not have an outside aerial and without it cannot get other than KMTV or WOW-TV right here in Omaha.

Seems farfetched indeed to even suppose we heard a "snatch" of some interplanetary communication; we have no technical knowledge of TV or radio—so there may have been a perfectly reasonable explanation. However, it did seem odd that the screen (21") should sort of "crackle" and pinpoints of light (like a million little stars exploding) should spread over the screen, eliminating the picture that was coming from the station. Presently, however, the voices ceased and the interference passed away. Our picture was better than ever—and it's always good.

Our dog, by the way, was greatly disturbed and wanted to race in and out of the house. He appeared highly excited all during the "interference" ... and that is most unusual—unless there is a thunderstorm in progress.

..... M. K. P.
Omaha, Nebraska

* * *

GRAFENWOHR, GERMANY

(EDITOR'S NOTE—The following is taken from a letter to the Editor by an Army Private at Grafenwohr, Germany. He is a personal friend of the Editor. We do not feel it advisable to release his name at this time.)

Sunday, 1st - May - 1955

TONIGHT (15 MIN. AGO) I SAW A FLYING SAUCER. I observed this U.F.O. for about ten minutes. At first I saw a bright light almost due north at about 500 ft. elevation. If you would hold your hand at arms length, three fingers span would just cover it.

(Cont.)

UFO NEWS (Grafenwohr, Germany)

THE ONLY FORM THAT I COULD OBSERVE was spherical. It made no noise that I could hear and had no tail or exhaust that was visible to me. The U.F.O. made about four horizontal passes at a slow (100 M.P.H.) speed. It hovered occasionally. Finally it slowly started up in a north-east direction. It picked up speed and soon was traveling up and away from me at a great speed. Soon it looked like a star. However, if you observed closely you could see it getting smaller and smaller and traveling in a very slight, almost minute, spiraling motion. If it ever changed color from its bright white, I did not observe it.

I have two reliable witnesses beside myself, and they were not believers in U.F.O.'s. They are not talking about it. It seems as though they do not want to believe what they saw. But they did see it.

There is no chance of it being an airplane or a helicopter, because we are only a few miles from the Russian sector and there can be no flying at night over this area.

This all happened about one hour after sunset. The town of Grafenwohr is not too far from Weiden, a larger town than Grafenwohr.

I CAN SAY NOW THAT I BELIEVE THERE ARE UNIDENTIFIED FLYING OBJECTS.

* * *

LOS ANGELES, CALIFORNIA

(EDITOR'S NOTE—The following is a self-explanatory letter written by Mr. Milton Fogelman on the FreshPure Water Co. letter-head to Mr. Ikuo Serisawa of Los Angeles. Permission of reproduction was granted by Mr. Serisawa.)

January 21, 1955

Dear Mr. Serisawa:

I am forwarding this note to you pursuant to our conversation concerning the mysterious occurrence which I mentioned to you.

The circumstances are as follows:

On January 5th, 1955 at 4:45 p.m. while I was on my way home I was driving north on Eagle Rock Blvd. in Los Angeles. When I got in front of 4680 Eagle Rock Blvd. I had the impression that something was falling in front of me. I slammed on my brakes so rapidly that my car skidded sideways and partially blocked the street. I opened the door of my car and getting out on the left and looking almost overhead was what first looked like a fairly large box kite. It was of a material which did not reflect light and my first thought was that it was covered with some type of cloth but further observation seemed to make it appear as a dull metal. It did not appear aerodynamic in shape or structure and except for some light grey lines on the upper part of it, it did not appear to be anything I had ever seen or been aware of before. As I was parked across the street partially blocking passage, other cars stopped behind me and at least one person (in the car directly behind) got out of his car and joined me as we watched this object. Up to this point I was only curious as to what it was. Suddenly it moved. Not as anything I have ever seen move, that is slowly gaining speed and then settling down to a steady speed; but it's movement was more like the movement of a searchlight across the sky. It moved parallel to Eagle Rock Blvd. and completed the distance from over my head to being out of sight in perhaps a second or two. At the time I first saw this object I was not over fifty feet and possibly as little as twenty five feet from being directly under it.

(Cont.)

It's size appeared to be about that of an automobile from my observation position. It hung absolutely motionless during my period of observation until it made the soundless, effortless movement which carried it out of sight. During my observation the object retained an angle of 45° to the ground with the portion having the grey lines as the higher part.

As you know I am 38 years of age and served during World War II with the First Division of the U. S. Marine Corps. While I have not had any experience with aircraft or aircraft observation I have had some training in other types of observation, having served in an Intelligence Section where some ability in this line was required. I am Vice-President and General Manager of this company and have held this position for Nine and One Half years. I do not care to hazard any opinion as to what it was that I saw, but to the best of my knowledge I have never before seen anything like it.

..... Milton Fogelman
Van Nuys, Calif.

* * *

BAY AREA, CALIFORNIA

(EDITOR'S NOTE—The following sighting was made by Mr. Larry J. LaBarre of Mountain View, Calif.—head of the Northern California office of FLYING SAUCERS INTERNATIONAL.)

ON JUNE 30TH, 1954, I SAW WHAT APPEARED to be a self powered, longitudinal, red, "jellyfish-like balloon."

I had just stopped at a stop light on my return from lunch in Palo Alto, California, when I glanced to my left over the Bay toward a DC-6 which was coming in for a landing. My eyes almost simultaneously caught a glimpse of this object which was approaching the DC-6. It may have been further or closer than the DC-6, but from my line of vision, they appeared to be almost meeting and at approximately the same distance. It was proportionately about one-half the size of the DC-6 and was "wiggling" through the air like a limp angle worm. It was so clear and distinct that I could almost see the crease marks where the bending was occurring.

It immediately flashed through my mind that it was a balloon being towed, but looking on ahead, I could spot no aircraft and upon deeper consideration, I realized that if it was being towed, its nose would be more or less steady while the tail would be doing the wagging. On the contrary, however, the nose was moving up and down as freely as the tail.

Just as soon as the airplane and this "balloon" had passed one another, the "balloon" changed its direction, nosing upward and wiggling like a worm all of this time. The stop light changed to green. The horns behind me honked, so I drove the car across the street and nosed into a parking spot which appeared to have been almost waiting for me. Not more than five or six seconds had elapsed before I was able to glance into the sky again. To my disappointment, I was unable to spot this object. It was so plain a few seconds before. I was determined that it could not have vanished so quickly. I got out of the car and watched for approximately five minutes and finally became convinced that I would see it no more.

Little did I realize that I had but a few hours to wait before newspapers were publishing a similar experience. The next morning one of my friends approached me and asked if I had read the newspaper or heard the last news; that there was a report of a similar sighting.

(Cont.)

UFO NEWS (Bay Area, Calif.)

I immediately found the article and read that a Captain Howard, who was piloting a British Strato-Cruiser over Labrador, had spotted seven such black "jellyfish" objects and that he and his crew, including 57 passengers, watched them for a total of twelve minutes. One large one, which appeared to be the leader, changed shapes similar to the red one which I had been watching at about the same time. At one time, the Captain said, it appeared to take the shape of a canoe; at other times the shape of the ace of spades or an arrow. He radioed ahead to the base and several jet interceptors were sent out to investigate. Captain Howard was in touch with these jets as they approached. The closer they came the more the "jellyfish" objects receded until, twelve minutes later, when the jets arrived, the objects could be seen no more.

..... Larry J. LaBarre
Mountain View, Calif.

THREE U.F.O.'S IN ONE DAY

By JAMES F. RODDY

(EDITOR'S NOTE—The author, Mr. James F. Roddy, is News Director of Station WEAV, Plattsburg, New York; member of United Press Associations, a national news reporting media; and serves on the Advisory Council of the Ground Observer Corps.)

I HAVE, OVER THE PAST FEW YEARS, become increasingly interested in "Flying Saucers."

I made what probably is the first recent sighting in the United States, in January of 1946. Since then, I have been up against the greatest odds and opposition whenever I expound my stories and theories.

ON APRIL 9TH, 1955, I was with a member of the Office of Civil Defense, Ground Observation Corps, when we made a very accurate and detailed sighting that we reported to the Albany Filter Center, U. S. Air Force. The Air Defense Command was extremely interested in the sighting. I took pictures of the object with a fixed-focus Spartus "Press-Flash" camera, equipped with Kodak Super XX film, a panchromatic film, but not one photo came out for us.

The roll of film was developed by a local press photographer. The odd thing about the roll was that not even the frames of the pictures came out on the negatives. The entire roll was milky-white, and blank, except for an indefinable fringe area on what we think was the first shot. The pictures were taken from a good height...nine stories up, on top of Physicians Hospital, where the O.C.D.-G.O.C. Observation Post is maintained. At the time I made the shots, the sun was just beginning to light the horizon.

The first sighting, made on the Ninth of April, 1955, was at 1:31 a.m. At that time, Allen Roberts and myself observed a "rust" colored light, round in shape, and covered with, or surrounded by, a misty fog-like cloud...moving away from our post. It was very low. Perhaps about 1,500 to 2,000 feet up. The thing moved slowly out over Lake Champlain, headed in the direction of Grand Isle, Vermont. It banked to the left, and we could see that whatever it was, it was shaped round. It seemed to diminish in brightness, and went down behind a ridge of mountains on the Vermont side of the lake.

We figured that the unknown flying object touched land in the area of Grand Isle. I checked with the Vermont State Police and called the Civil Defense office in the general area of Grand Isle, but no one reported seeing the thing.

(Cont.)

THREE UFO'S IN ONE DAY

THE SECOND IN THE SERIES of the three separate sightings of UFO's that day, April 9, 1955, was made at 3:34 a.m. This time, we watched an odd vapor trail stretched across the sky, and traced it to an odd "thing" that just "hung" in the sky. It was shaped like a pencil or cigar. It gave off green light around the edges, and glowed bright gold, or yellow, in the middle.

This object was visible right until the sunrise.

THE THIRD, AND MOST SPECTACULAR, SIGHTING was made at 4:10 a.m. This time, we had signed-out the post with Albany Filter Center, and had waited around due to a strange glow off to the north-east, as if there was a fire on the horizon over in the Vermont area. There was no fire reported, or plane crash, or anything else unusual. We checked on that later. But, to get back to the sighting at that time...young Allen Roberts, an observer with over 300 hours of sight- and observing with the Plattsburg OGD unit in the GOC, called to my attention an unusually bright object that was entirely motionless in the sky to the east, over the Grand Isle, Vermont area. We watched it. I told him, perhaps it was a star. But he said in all the hours he had been on watch, he had never seen the object. We watched it, and played a pair of Binoculars on it. We then saw that it was beginning to change color. It changed from incandescent white, to greenish-white, to a pinkish color, to red, then to a sort of blue, and then back to white. I could have had more witnesses if I had called someone on the phone on the next floor down, which is open to public use, but at the time, neither of us thought of this. We observed the object as it changed colors, and then it began rising straight up. We put the post back into operation, and described the object to the filter center downstate, and they told us they wanted to connect us with the Radar Station the USAF operates in St. Albans, Vt., but we couldn't hear what they were saying. The telephone lines from Plattsburg to the Burlington areas (where filter center is located) were static for some unknown reason. The person on the other end couldn't hear us, and we couldn't hear him.

We stuck with it, and waited until the sun came up...at which time the object had risen to about 60,000 or 70,000 feet. The sun then blotted out the object. But while we watched it through the Binoculars, we got a good picture in our minds of what it looked like. We watched the thing for over one hour as it hovered and rose about 4 miles from us.

THROUGH BINOCULARS, the object was shaped like an inverted "desert dish." It glowed deep red on top, had flanged rims along the bottom. It gave off a green vapor in a series of eight exhaust-like trailings underneath and gave off a brilliant yellow light underneath that obscured other distinguishable features in the underside.

There were three apertures near the top of the "dish." No noise was heard during its first visit...or its last.

If I can stop one heart from breaking,
I shall not live in vain;
If I can ease one life the aching,
Or cool one pain,
Or help one fainting robin
Unto his nest again,
I shall not live in vain.

—EMILY DICKINSON, Poems, I

"INSIDE THE SPACE SHIPS"

WHAT HAS HAPPENED TO GEORGE ADAMSKI since he wrote the famous incidents in FLYING SAUCERS HAVE LANDED? Since the memorable November 20, 1952, when he first made personal contact with a man from another world? And since December 13, 1952 when he was able to make photographs within 100 feet of the same saucer that had brought his original visitor?

INSIDE THE SPACE SHIPS is Adamski's own story of what has happened to him since then. It begins with his first meeting, a few months later, with a second man from another world—his first meeting with one who speaks to him. This second visitor brings him to a mother ship. Later he is conveyed in both a Saturnian Scout and a Saturnian mother ship. Adamski tells us what transpires in these space craft and what the men and women from other worlds have told him.

Adamski's photographs of flying saucers, originally published in FLYING SAUCERS HAVE LANDED, have since become world famous as other witnesses in other parts of the world have succeeded in taking photographs identical with his. Now however, in INSIDE THE SPACE SHIPS, Adamski gives us 16 photographs and illustrations, mostly no longer of Scouts (flying saucers) but of the great space ships from which they are launched. The main group of these photographs were taken in April, 1955 and neither the photographs nor a description of them have ever been published before.

Desmond Leslie, who was co-author with Adamski of FLYING SAUCERS HAVE LANDED, provides a foreword to the new book in which he courageously faces the fact that many will be initially skeptical of the startling facts now told for the first time by George Adamski.

Likewise, an introduction provided by Charlotte Blodget, who was Mr. Adamski's literary aide in writing his new book, provides a framework in which to better understand the book. Mrs. Blodget also contributes a biographical sketch of George Adamski which completes the book.

Adamski's first book, FLYING SAUCERS HAVE LANDED, has now sold over 80,000 copies in the United States alone and has been translated into Dutch, Spanish, French and soon into most of the European languages. In spite of the scoffing of skeptics and the bitter and vicious attacks of opponents, a great world audience has collected to read and listen to George Adamski. You can now join this audience merely by filling in the coupon below:

FLYING SAUCERS INTERNATIONAL
P.O. BOX 35034
LOS ANGELES 35, CALIFORNIA

INSIDE THE SPACE SHIPS by George Adamski will be published by Abelard-Schuman on July 25th, 1955 at \$3.50 per copy. Advance orders accepted.

Enclosed please find \$_____ for _____ copy(s) of INSIDE THE SPACE SHIPS by George Adamski. I understand the books will be shipped to me postpaid and insured as soon as they are off the press. Send to the name and address below:

NAME _____ ADDRESS _____
CITY _____ ZONE _____ STATE _____

BOOK NOTES

THE POCKET BOOK EDITION OF KEYHOE'S "FLYING SAUCERS FROM OUTER SPACE" is, apparently permanently, out of print. We can no longer accept orders for the pocket-book edition of this book. We are doing our best to fill back orders. Please be patient. We still stock the cloth-bound edition at \$3.00 . . . There has been quite a lot of hullabaloo about Donald Keyhoe's forthcoming "FLYING SAUCER CONSPIRACY." Early reports set publication time for June. Now most distributors say July. However, our last word from the publishers, Henry Holt & Company, sets publication date in October. Tentative price, \$3.50. Rest assured, Flying Saucers International will carry the book as soon as it becomes available . . . Speaking of Keyhoe, Columbia Pictures are set to release a movie version of his "F S OUTER SPACE" sometime in the future . . . We're hearing wonderful comments on Jessup's, "THE CASE FOR THE UFO" (\$3.50) and Angelucci's "THE SECRET OF THE SAUCERS" (\$3.00). We understand the latter is going into its second printing.

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BOOKS

"THE CASE FOR THE UFO" by M. K. Jessup (\$3.50)—NEW
"THE SECRET OF THE SAUCERS" by Orfeo Angelucci (\$3.00)—NEW
"THE COMING OF THE SAUCERS" (incl. 32 pages pic.) by Kenneth Arnold & Ray Palmer (\$4.00)
"SPACE, GRAVITY AND THE FLYING SAUCER" by L. G. Cramp (\$3.00)
"THE WHITE SANDS INCIDENT" by Daniel W. Fry (\$1.50)
"WE COME IN PEACE" by Dr. Franklin Thomas (\$1.00)
"TO MEN OF EARTH" by Daniel W. Fry (\$1.00)
"FLYING SAUCERS ON THE ATTACK" by H. T. Wilkins (\$3.50)
"FLYING SAUCERS FROM OUTER SPACE" by Donald E. Keyhoe (\$3.00)
"FLYING SAUCERS HAVE LANDED" by Leslie & Adamski (\$3.50)
"ABOARD A FLYING SAUCER" by Truman Bethurum (\$3.00)
"BEHIND THE FLYING SAUCERS" by Frank Scully (\$2.95)
"I RODE A FLYING SAUCER" by George W. Van Tassel (\$1.00)
"THE BOOKS OF CHARLES FORT" (1125 pages on flying saucers and kindred phenomena before 1932 — \$6.00)
"INSIDE THE SPACE SHIPS" by George Adamski (This book will be published around July 25th and will be shipped as soon as available. However, for those who want to be the first to receive their copy, we are accepting orders for this book now — \$3.50.)

* * *

SAUCERS — The following back issues are available at 25¢ each: Dec. 1953; June 1954; September 1954; December 1954; March 1955; and this issue, June 1955. SPECIAL — For those who would like to obtain the first five back copies above, we will ship the five copies postpaid for \$1.00—a saving of 25%. This offer expires August 31st, 1955.

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ALL OF THE ABOVE BOOKS may be obtained, postpaid, from FLYING SAUCERS INTERNATIONAL, at the price listed. We insure all orders of more than \$3.00 at our expense to assure delivery. A 10% discount is allowed on all orders totaling \$10.00 or more. Address all correspondence and make checks and money-orders payable to: FLYING SAUCERS INTERNATIONAL, P. O. Box 35034, Los Angeles 35, California.